THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No, Sir. The requisite computer software has been acquired/ developed for the computerised reservation offices and EDT centres.

(b) and (c) Do not arise.

.. **Circular Railway Calcutta** ...

2229. SHRI MD. SALIM:

SHRIMATI CHANDRAKALA PANDEY:

Will the Minister of RAILWAYS be pleased to state steps being taken by Government for completion of; (i) 5 Km. long missing link between Princepghat and Majerhat of Circular Railway; Calcutta; (ii) for provision of EMU type coaches in place of conventional, coaches for passengers convenience in Circular Railway; (iii) for replacement of old shunting engines by regular passenger locomotives; (iv) electrification of entire Circular Railway stratch from Dum Dum to Majerhat via Princeghat; and (v) for provision of suitable junction arrangement and transhipment facilities at Ultandanga and Bidhan Nagar stations to reduce the hardships of passengers of Dum Dum, Kalkurgachi, salf Lake and neighbouring areas?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (i) Calcutta Port Trust authorities are not agreeable to part with the requisite land, through which the proposed alignment passes. Under the circumstances; as an alternative; elevated track through customs bonded area; as well as Garden Reach Road and Circular Garden Reach Road has been considered. A Feasibility Study, has been taken up and further action would depend upon the result of the survey.

(ii) Conventional coaches comprising IInd Class Chair Car, and similar to EMUs and DMUs are used. These are considered most suitable for short distace journeys.

(iii) WDS 4 Locos are used for running Circular Railway trains, as these meet the Load and speed requirement of the trains. Higher Horse Power Locos like WDM 2 etc., used for higher load and speed are not considered suitable for such light services.

(iv) There is no programme for electrification of the Circular Railway route at present.

(v) A work of provision of passway from Bidhan Nagar Road Platform No. 1 to Ultandanga Road Station, has been santioned at a cost of Rs. 14.91 lakhs.

.. **Condemned wagons** ..

2230. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagon which have been condemned during the last three years; year-wise;

(b) how many of them were scrapped due to accidents; and

(c) what would be the additional requirement of BG/MG wagons during the coming five years?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Information is being collected and will be laid on the Table of the Sabha.

(c) Wagon requirement is a function of volume of traffic moved, wagon utilisation efficiency and overage wagon profile. The requirement

is generally assessed for five year period coinciding with Five Year Plans and actual procurement is done on year to year assessment made at the time of formulation of Annual Plans. The Eighth Five Year Plan (1992-97) is presently undergoing mid-term revision.

Electrification of Railway Routes

2231. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) the routes under different Zonal Railways which have not been electrified so far;

(b) whether Government propose to electrify those routes;

(c) if so, the year by which each and every railway route in the country is likely to be electrified;

(d) the projections made in this regard for Eighth Five Year Plan, and

(e) the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Railway-wise position of electrification as on 31.3.1994 is as under :-

S.	Railways	Total Foute Kms	Electrified	Balance
1.	Central	7076	2858	4218
2.	Eastern	4303	1366	2937
3.	Northern	10995	942	10053
4.	North Eastern	5131	..	5131
5.	Northeast Frontier	3858	..	3858
6.	Southern	7009	968	6041
7.	South Central	7218	1064	6154
8.	South Eastern	7161	2802	4359
9.	Western	9735	1793	7942
	TOTAL	62486	11793	50693

(b) and (c) The route which qualify for lectrification based on the traffic density would be taken up subject to availability of resources and relative priority from the operational point of view.

(c) and (d) As on 1-4-1994; electrification works are in progress on 3363 RKMs. on the sections out of which the followings 1716 RKMs, are planned for completion during the remaining three years of the VIII Plan: